

BookletChart™

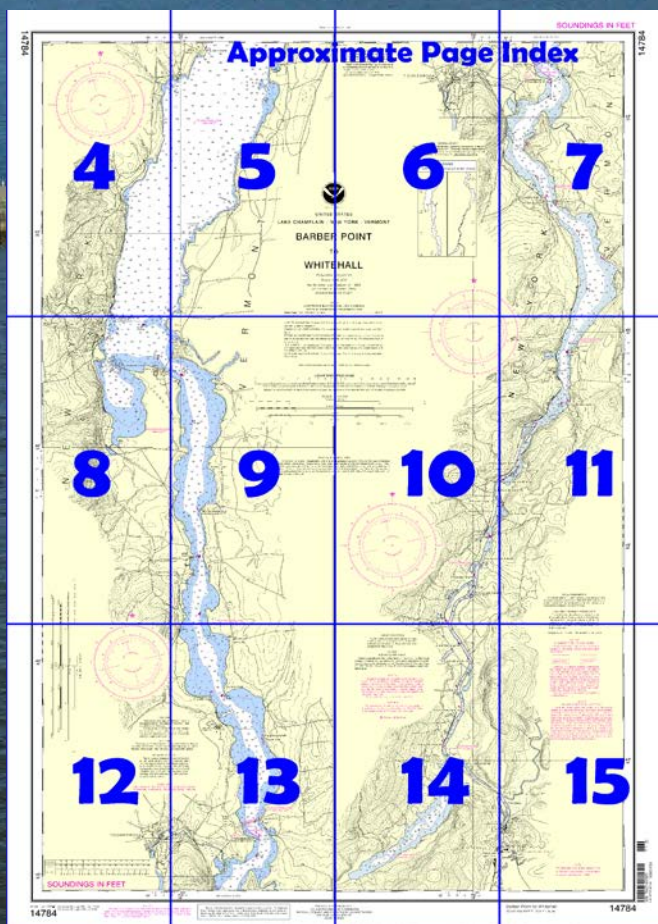
Barber Point to Whitehall NOAA Chart 14784



A reduced-scale NOAA nautical chart for small boaters
When possible, use the full-size NOAA chart for navigation.



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=14784>



(Selected Excerpts from Coast Pilot)

Lake Champlain extends from the lower end of Champlain Canal at Whitehall, NY, north for about 112 miles to the International boundary at Rouses Point, NY. The north end of the lake outlets north through Riviere Richelieu and Canal de Chambly to the St. Lawrence River. The principal ports on the lake are Port Henry, NY, at the south end, Burlington, VT, and Plattsburgh, NY, near midlake, and Rouses Point, NY, at the north end. The

lake is used extensively by pleasure craft, and marinas are found on both sides throughout its length.

A **special anchorage** is on the west side of the lake in **Deep Bay**. (See **33 CFR 110.1 and 110.8(i)**, chapter 2, for limits and regulations.)

Channels.—The south 37 miles of Lake Champlain, from Whitehall north to **Crown Point** (44°01.8'N., 73°25.8'W.), is a narrow arm. The south 13 miles of this arm, from Whitehall north to **Benson Landing**, is filled with a marshy flat traversed by a narrow channel of open water. A Federal project provides for a 12-foot channel through this reach. In September 2008, the controlling depths in the channel were 2 feet (7½ feet at midchannel) to Benson Landing. Above Benson Landing, natural deep water is available to Crown Point. The entire narrows, from Whitehall to Crown Point is well marked by lights and buoys.

North from Crown Point for about 75 miles to Rouses Point, Lake Champlain is deep and wide. Prominent points and shoals throughout the lake are marked by lights and buoys.

Following is a description of the principal ports and tributaries of Lake Champlain.

Poultney River, not navigable, flows into the E side of Lake Champlain about 1 mile north of Whitehall. The **State boundary** between New York and Vermont follows Lake Champlain from the mouth of Poultney River North to the International boundary.

Marinas in the stretch from Whitehall to Port Henry are at **Chipman Point** 19 miles north of Whitehall, 1.5 miles north of Chipman Point, and at the mouth of **Hospital Creek** opposite Port Henry. The usual services and travelifts to 20 tons are available.

La Chute is a creek that flows into the west side of the lake about 22 miles north of Whitehall. The approach to the creek is very shoal and weedy and is not recommended for other than small outboards, which can navigate the creek for 1 mile during high stages. **Fort Ticonderoga**, on the point east of the creek mouth, is prominent from the lake.

Cable ferry.—Fort Ticonderoga Ferry crosses the lake about 1.7 miles above La Chute. The ferry barge is towed by a tug and guided across the lake by two cables which are fixed on either shore. Passing through guides and carrier wheels on the ferry, the cables are dropped to the bottom astern and picked up ahead. The cables reach the bottom about 400 feet from either end of the ferry thus allowing vessels to pass by the moving ferry. The tug and barge are marked by lights, and signs on both and along the shore warn vessels of the presence of the ferry and the cables. **Extreme caution is advised when passing the cable ferry. The ferry should never be passed close-by.**

A **special anchorage** is on the west side of the lake just south of the ferry crossing. (See **33 CFR 110.1 and 110.8(a)**, chapter 2, for limits and regulations.)

Port Henry, NY, is on the west side of Lake Champlain at the south end of the wide section, about 39 miles north of Whitehall.

Channels.—A dredged basin along the harbor front is entered from south. The east side of the entrance is marked by a buoy that marks the south end of the shoals that border the east side of the basin. At the north end of the harbor, a 500-foot pier of the New York State Canal System extends southeast from shore and is marked at the outer end by a private light. The pier also serves as a breakwater to protect the harbor from north. A State-dredged channel leads from deep water west to the terminal. In 1967, the maximum depth available in the harbor basin and barge canal terminal channel was 12 feet.

U.S. Coast Guard Rescue Coordination Center 24 hour Regional Contact for Emergencies

RCC Cleveland	Commander	
	9th CG District	(216) 902-6117
	Cleveland, OH	

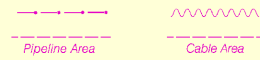
Table of Selected Chart Notes

Pump-out facilities

CAUTION

SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:



Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:

○ (Accurate location) ○ (Approximate location)

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.166' southward and .692' eastward to agree with this chart.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Burlington, VT KIG-60 162.40 MHz (Chan. WX-2)

Projection

1:40,000

Datum of 1983

System 1984)

S IN FEET

NOTE Z

NO-DISCHARGE ZONE, 40 CFR 140

Under the Clean Water Act, Section 312, all vessels operating within a No-Discharge Zone (NDZ) are completely prohibited from discharging any sewage, treated or untreated, into the waters. All vessels with an installed marine sanitation device (MSD) that are navigating, moored, anchored, or docked within a NDZ must have the MSD disabled to prevent the overboard discharge of sewage (treated or untreated) or install a holding tank. Regulations for the NDZ are contained in the U.S. Coast Pilot. Additional information concerning the regulations and requirements may be obtained from the Environmental Protection Agency (EPA) web site: http://www.epa.gov/owow/oceans/regulatory/vessel_sewage/.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 6. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 9th Coast Guard District in Boston, Mass., or at the Office of the District Engineer, Corps of Engineers in New York, New York.

Refer to charted regulation section numbers.

CABLE FERRY

Cable across the river may be at or near the water surface. Mariners should exercise caution when navigating in this area.

CAUTION

Due to periodic high water conditions, some features charted as visible at Low Water Datum may be submerged, particularly in the near shore areas. Mariners should proceed with caution.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

CAUTION

POTABLE WATER INTAKE

Vessels operating in fresh water lakes or rivers shall not discharge sewage, or ballast, or bilge water within such areas adjacent to domestic water intakes as are designated by the Commissioner of Food and Drugs (21 CFR 1250.93). Consult U.S. Coast Pilot 6 for important supplemental information.

SOURCE DIAGRAM

Most of the hydrography identified by the letter "I" was surveyed by the U.S. Army Corps of Engineers prior to 1974. Channels currently maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot 6 for details.

Guard Light List for supplemental information

3. When the water surface is above Low Water used correspondingly. For clearances see U.S.

e list of symbols and abbreviations see Chart

by the National Ocean Service, Coast Survey, rs, Geological Survey, U.S. Coast Guard, and

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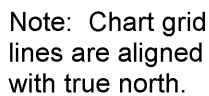
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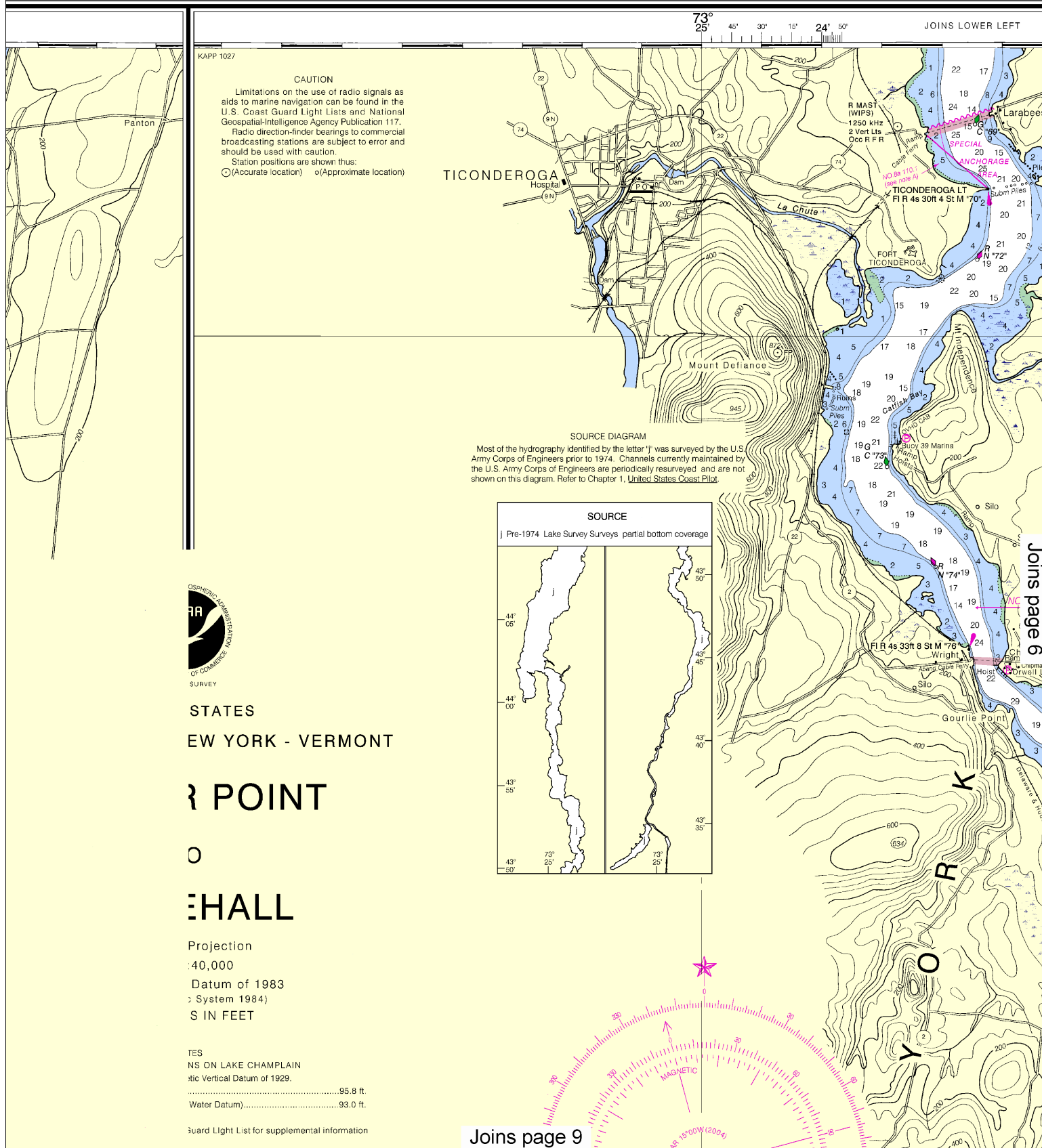
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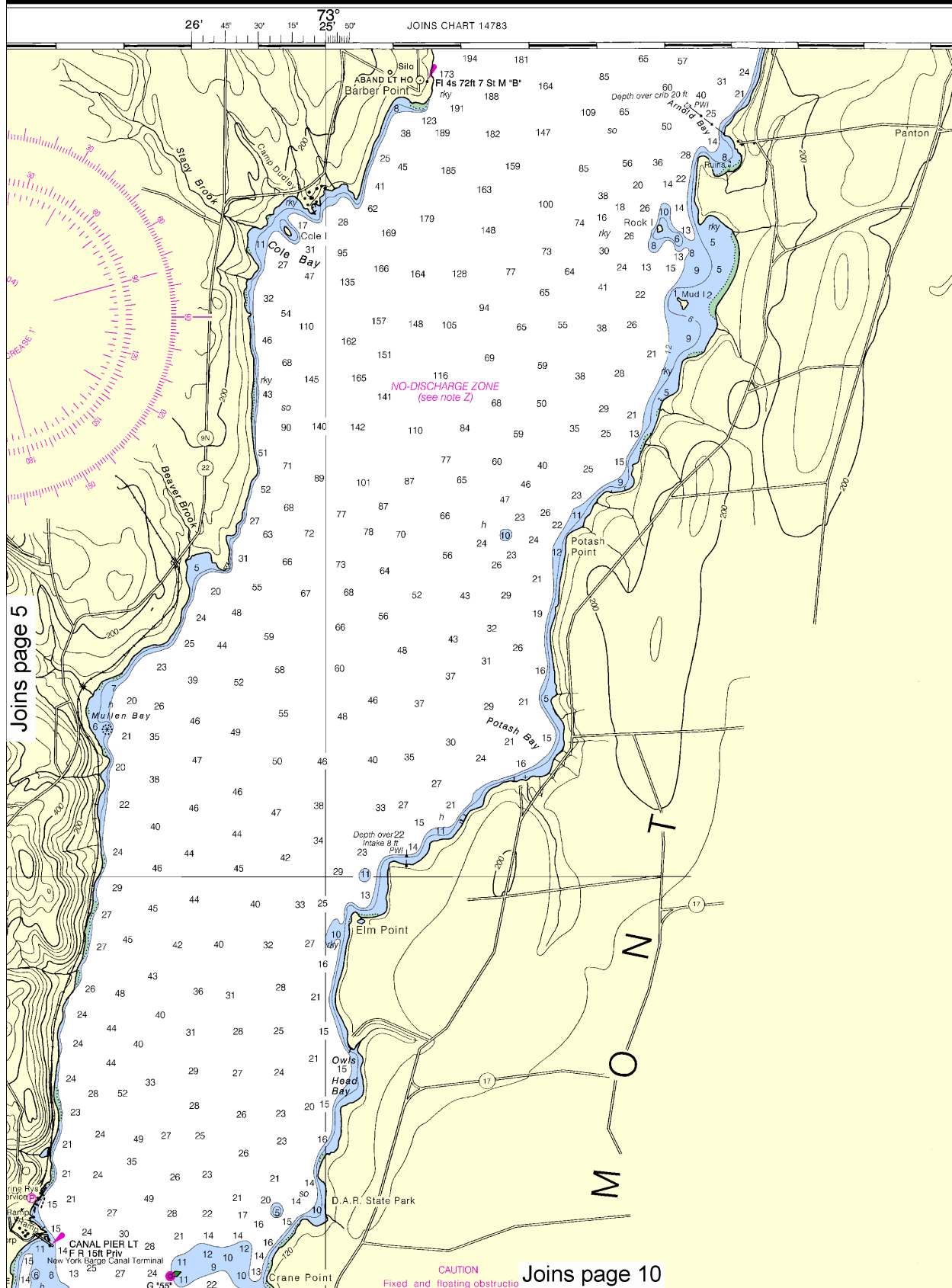


— SCALE 1:40,000 —
Nautical Miles

The image shows two horizontal number lines. The top number line is labeled 'Yards' and has tick marks at 1, $\frac{1}{2}$, 0, 1, and 2. The bottom number line has tick marks at 1000, 0, 1000, 2000, 3000, 4000, and 5000.



This BookletChart was reduced to 70% of the original chart scale.
 The new scale is 1:57143. Barscales have also been reduced and
 are accurate when used to measure distances in this BookletChart.



KAPP 1027

CAUTION

Limitations on the use of radio signals to marine navigation can be found in U.S. Coast Guard Light Lists and National Geospatial Intelligence Agency Publications. Radio direction-finder bearings to coast broadcasting stations are subject to error and should be used with caution. Station positions are shown thus: (o) (Accurate location) (o) (Approximate location)



STATES
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Guard Light List for supplemental information

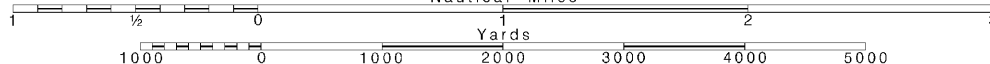
6

Note: Chart grid lines are aligned with true north.

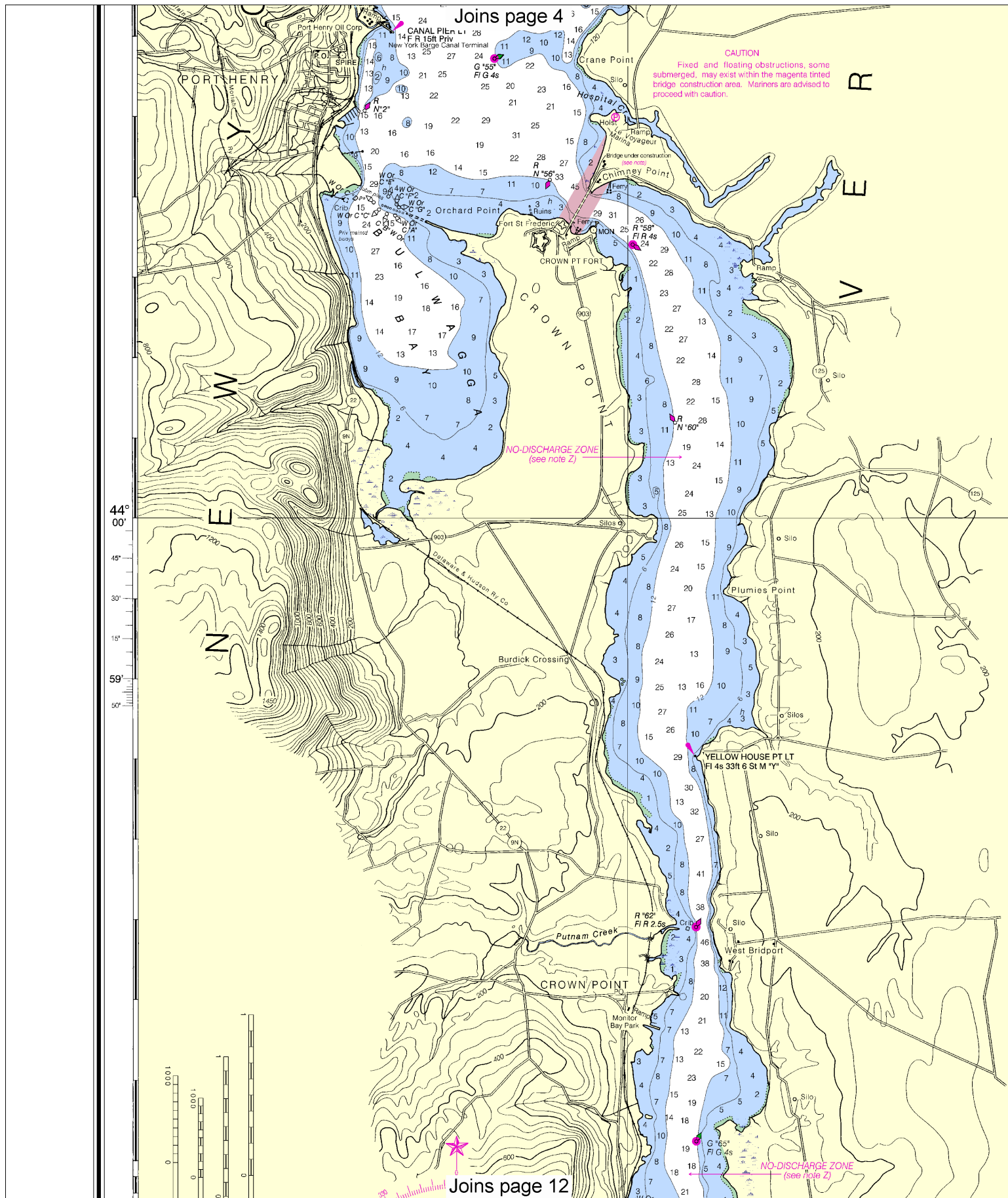
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SCALE 1:40,000
Nautical Miles

See Note on page 5.

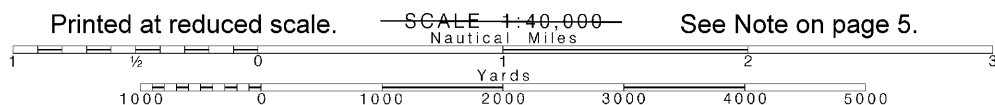






8

Note: Chart grid lines are aligned with true north.



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Coast Pilot 6 for important supplemental

ained at nauticalcharts.noaa.gov.

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MAND CHARTS

art updated weekly by NOAA for Notices to Mariners ordered using Print-on-Demand technology. New se at traditional NOAA charts. Ask your chart agent A at 1-800-584-4683, <http://NauticalCharts.gov>, t 1-877-56CHART, <http://OceanGrafix.com>, or

Joins page 10

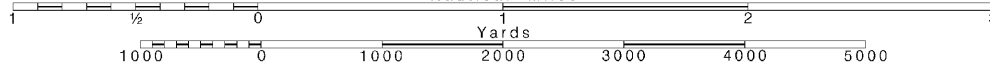
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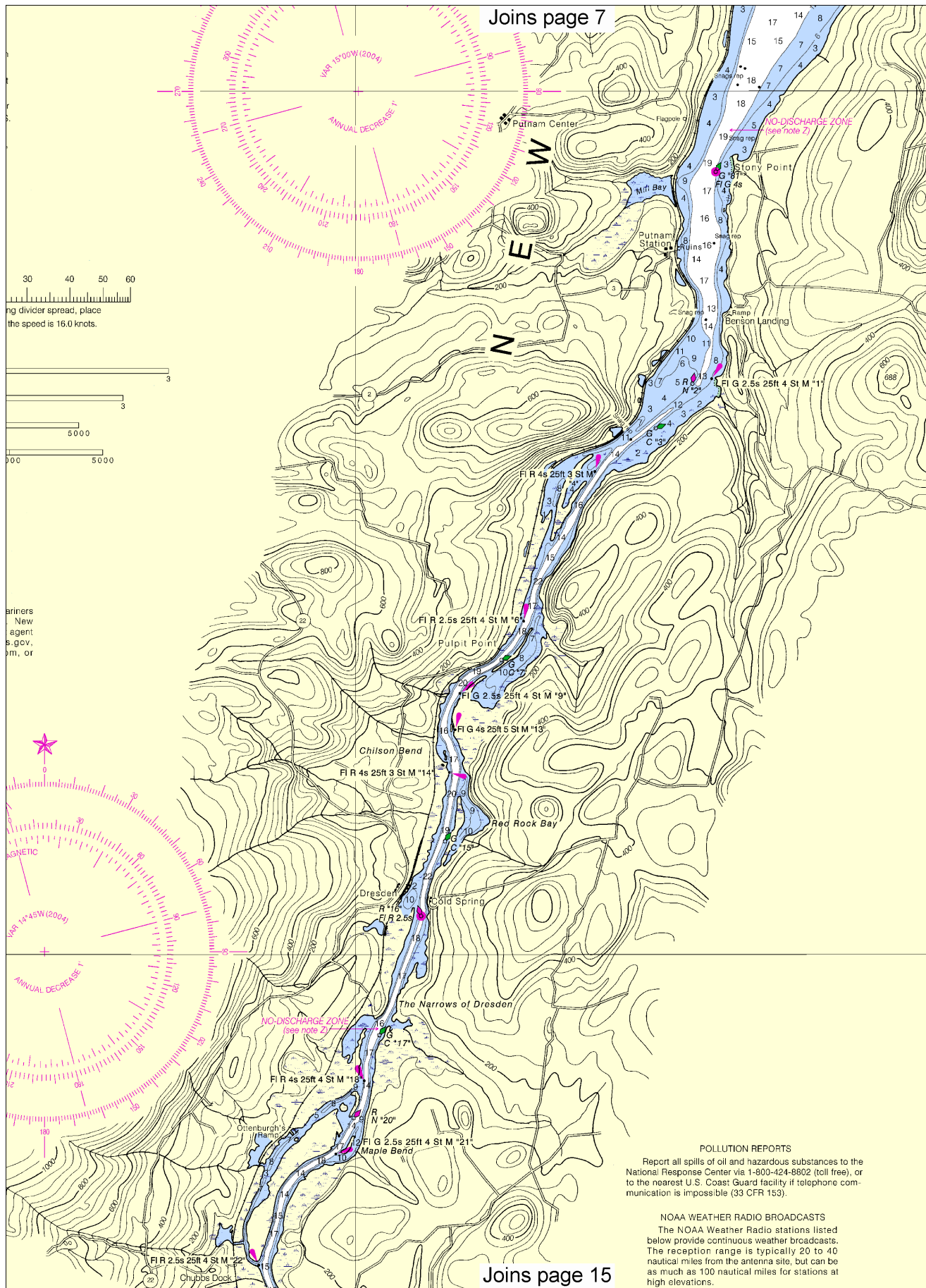
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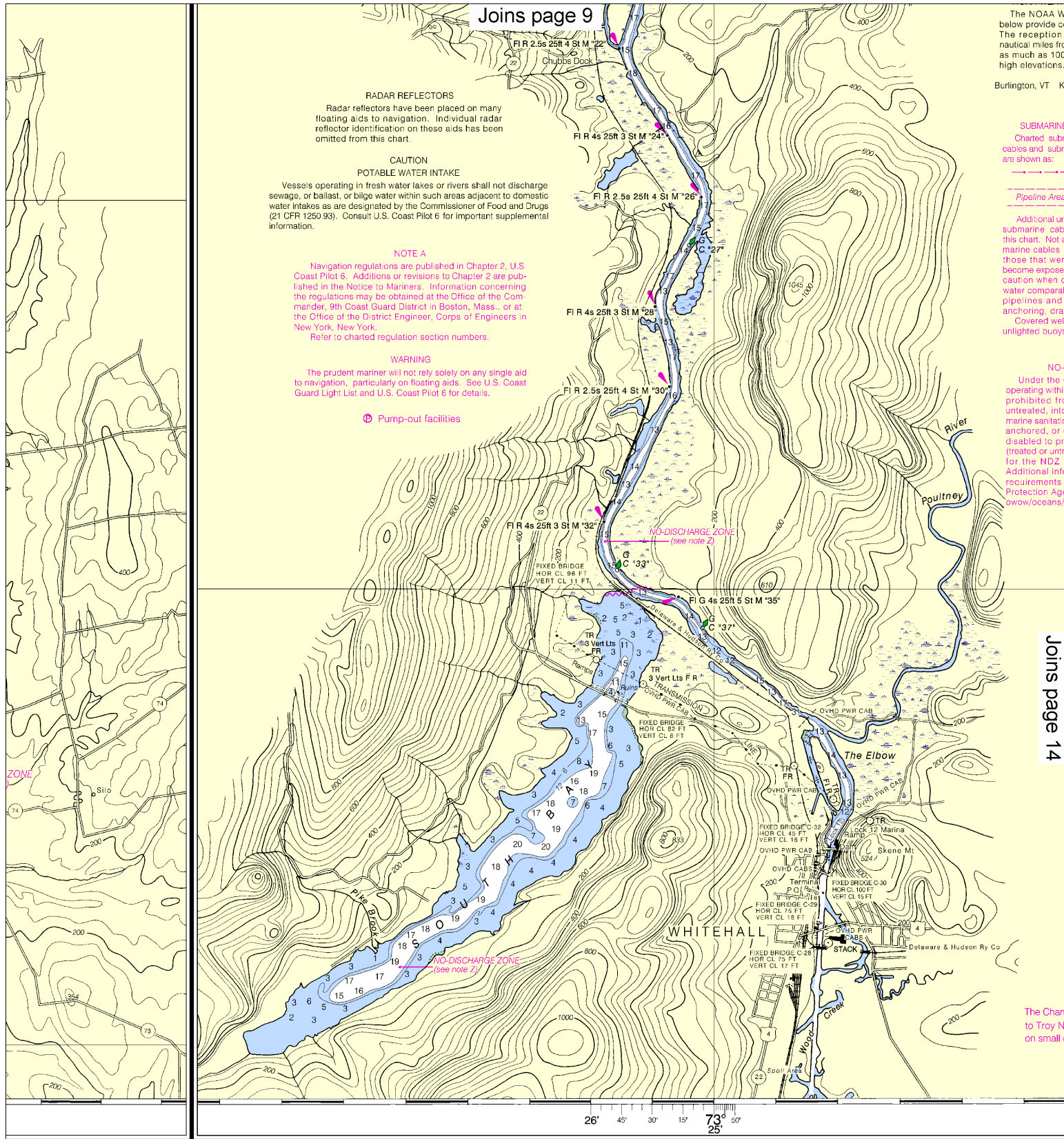
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Joins page 15

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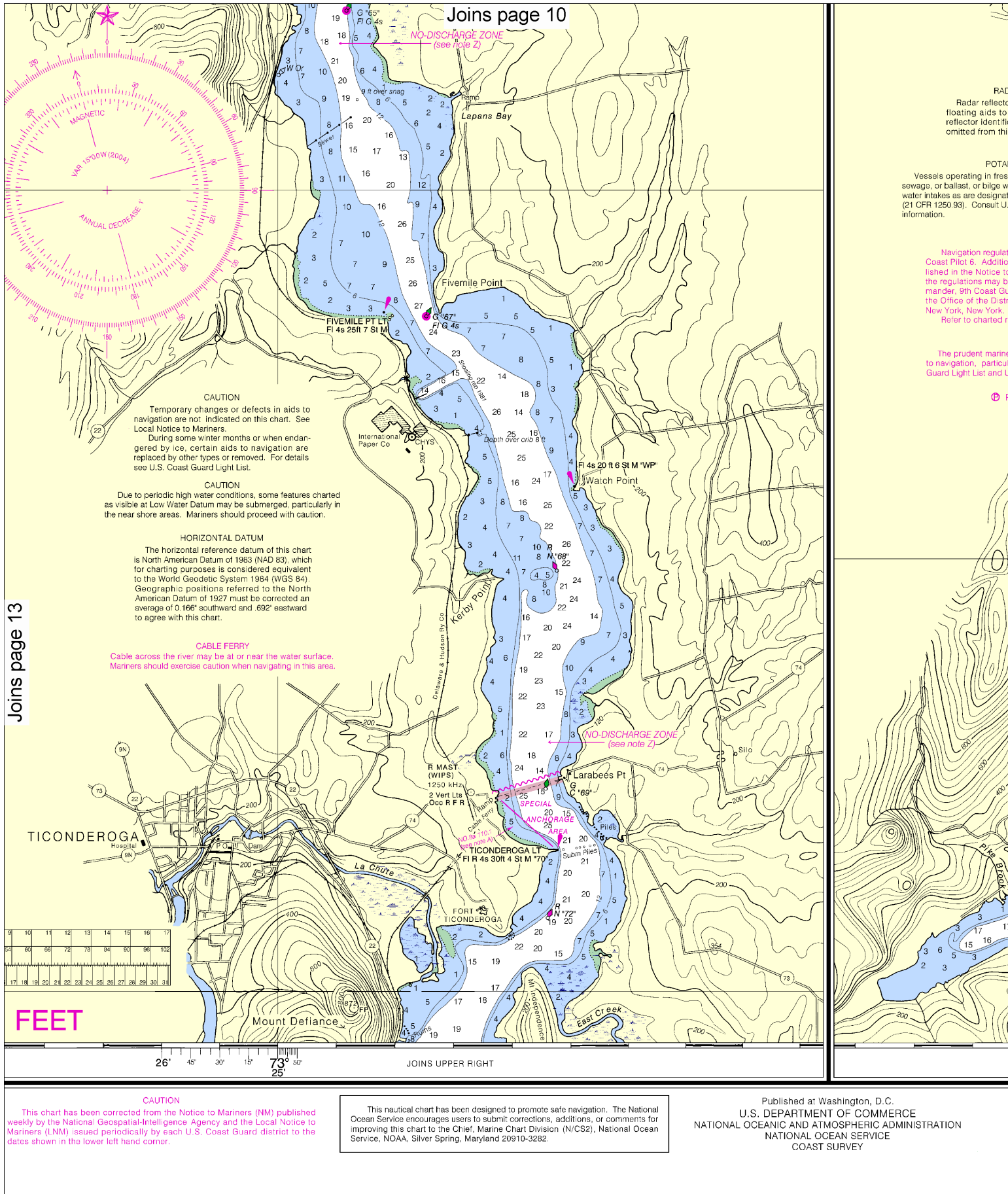
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Joins page 10

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Guard Light List and U

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HORIZONTAL DATUM
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CABLE FERRY
Cable across the river may be at or near the water surface. Mariners should exercise caution when navigating in this area.

TICONDEROGA



FEET

26° 45' 30' 15' 73° 25' JOINS UPPER RIGHT

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner.

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

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U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

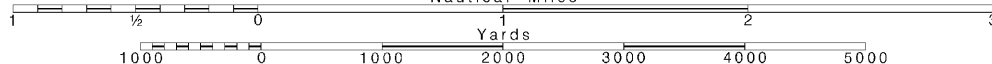
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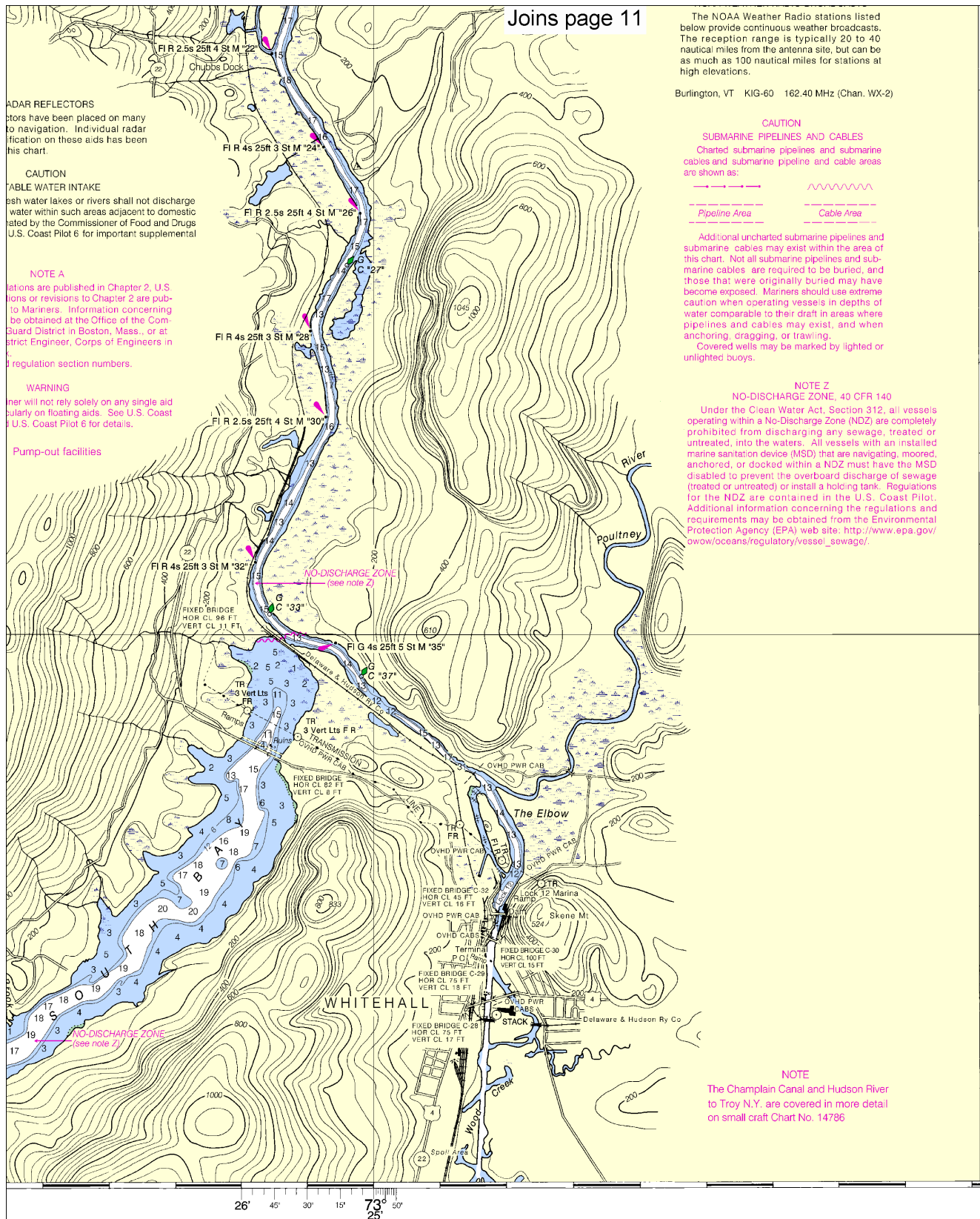
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.





ADAR REFLECTORS
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CAUTION
TABLE WATER INTAKE
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NOTE A
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— — — — — Pipeline Area
~~~~~ Cable Area

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Covered wells may be marked by lighted or unlighted buoys.

**NOTE Z**  
**NO-DISCHARGE ZONE, 40 CFR 140**  
Under the Clean Water Act, Section 312, all vessels operating within a No-Discharge Zone (NDZ) are completely prohibited from discharging any sewage, treated or untreated, into the waters. All vessels with an installed marine sanitation device (MSD) that are navigating, moored, anchored, or docked within a NDZ must have the MSD disabled to prevent the overboard discharge of sewage (treated or untreated) or install a holding tank. Regulations for the NDZ are contained in the U.S. Coast Pilot. Additional information concerning the regulations and requirements may be obtained from the Environmental Protection Agency (EPA) web site: [http://www.epa.gov/owow/oceans/regulatory/vessel\\_sewage/](http://www.epa.gov/owow/oceans/regulatory/vessel_sewage/).

43° 35'

ED. NO. 20

NSN 76420140 10651  
NGA REFERENCE NO. 14XH14784

Barber Point to Whitehall  
SOUNDINGS IN FEET - SCALE 1:40,000

14784



## VHF Marine Radio channels for use on the waterways:

**Channel 6** – Inter-ship safety communications.

**Channel 9** – Communications between boats and ship-to-coast.

**Channel 13** – Navigation purposes at bridges, locks, and harbors.

**Channel 16** – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

**Channel 22A** – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

**Channels 68, 69, 71, 72 and 78A** – Recreational boat channels.

**Getting and Giving Help** — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

## Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

**HAVE ALL PERSONS PUT ON LIFE JACKETS!**



**NOAA Weather Radio All Hazards (NWR)** is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

## Quick References

|                                                 |   |                                                                                                                                                   |
|-------------------------------------------------|---|---------------------------------------------------------------------------------------------------------------------------------------------------|
| Nautical chart related products and information | — | <a href="http://www.nauticalcharts.noaa.gov">http://www.nauticalcharts.noaa.gov</a>                                                               |
| Online chart viewer                             | — | <a href="http://www.nauticalcharts.noaa.gov/mcd/NOAAChartViewer.html">http://www.nauticalcharts.noaa.gov/mcd/NOAAChartViewer.html</a>             |
| Report a chart discrepancy                      | — | <a href="http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx">http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx</a>                               |
| Chart and chart related inquiries and comments  | — | <a href="http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs">http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs</a> |
| Chart updates (LNM and NM corrections)          | — | <a href="http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html">http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html</a>               |
| Coast Pilot online                              | — | <a href="http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm">http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm</a>                         |
| Tides and Currents                              | — | <a href="http://tidesandcurrents.noaa.gov">http://tidesandcurrents.noaa.gov</a>                                                                   |
| Marine Forecasts                                | — | <a href="http://www.nws.noaa.gov/om/marine/home.htm">http://www.nws.noaa.gov/om/marine/home.htm</a>                                               |
| National Data Buoy Center                       | — | <a href="http://www.ndbc.noaa.gov/">http://www.ndbc.noaa.gov/</a>                                                                                 |
| NowCoast web portal for coastal conditions      | — | <a href="http://www.nowcoast.noaa.gov/">http://www.nowcoast.noaa.gov/</a>                                                                         |
| National Weather Service                        | — | <a href="http://www.weather.gov/">http://www.weather.gov/</a>                                                                                     |
| National Hurricane Center                       | — | <a href="http://www.nhc.noaa.gov/">http://www.nhc.noaa.gov/</a>                                                                                   |
| Pacific Tsunami Warning Center                  | — | <a href="http://ptwc.weather.gov/">http://ptwc.weather.gov/</a>                                                                                   |
| Contact Us                                      | — | <a href="http://www.nauticalcharts.noaa.gov/staff/contact.htm">http://www.nauticalcharts.noaa.gov/staff/contact.htm</a>                           |



— For the latest news from Coast Survey, follow @nauticalcharts



This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.

NOAA's Office of Coast Survey



The Nation's Chartmaker